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Friday, September 21, 2018

The Jones Act provides critical protections to American warfighters

by Kerri (Houston) Toloczko. This opinion piece was originally published on September 9 by AmericanMilitaryNews.com

A critical aspect of successful military campaigns is movement of equipment and material. Battles are often won or lost based on a nation's ability to supply its warfighters.

Today's greatest threats come from countries that are fundamentally "wet" – North Korea, Yemen, Iran and hegemonic China. Provision over sea is a key U.S. military priority, as we are short on supply ships and airplanes have limited capacity. Previous provisioning deficiencies were well-documented during the Persian Gulf wars when families sent protective gear to their soldiers by FedEx.

Enter the 1920 Jones Act, designed so that in a time of military emergency, American cargo ships could provide supplies critical to battle success and personnel survival. Deep water cargo ships built, registered and operated by Americans and regulated by the Jones Act are the back-up plan.

Much like the flu, opposition to the Act by those claiming it is either costly or "protectionist" appears routinely. But it is neither; indeed, it is rooted in our founding.

Starting with the first Congress of 1789, the Founders recognized protection of our civilian merchant ships was inextricably linked to our economic and national security interests. The Merchant Marine ("Jones") Act of 1920 was passed "for national defense, development of commerce (and) ... to have a merchant marine capable of serving as an auxiliary in war or national emergency."

The Act sets policy for moving goods from one domestic port to another. Foreign ships cannot

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Canadian maritime Unions win major cabotage rights

Canadian seafaring Unions finalized an agreement this month with the Canadian government that secured cabotage rights for Canadian mariners aboard vessels flying any flag traversing that nation's domestic waterways.

James Given, President of the Seafarers International Union of Canada, has spearheaded this fight to enforce and strengthen Canada's cabotage laws for years.

Under the provisions agreed upon, the Canadian government will not issue any temporary foreign worker permits to mariners from outside nations for more than 30 days without the written consent of the maritime Unions of Canada, which will be coordinated through the SIU of Canada.

"What this means," noted Given, "is Canadian mariners will get first work on any vessel running cabotage regardless of

the vessel's flag. This is an important win, and the first of its kind for this program."

In the event that no Canadian mariners are available for such a cabotage run, Given pointed out that the foreign mariners must be granted new employment contracts which clearly show the Canadian wage rates and working conditions they are under while engaged in Canadian waters. Additionally, such conditions must meet the standards set by the laws of Canada.

In 2015, the SIU of Canada filed 42 lawsuits against the Canadian government for violating the Temporary Foreign Worker Program. The Union found evidence that Canadian seafarers were not offered the jobs and many foreign mariners were paid as little as \$2.41 an hour while working in Canadian waters. A year later, the Union filed 13 more lawsuits with similar allegations.

In July 2016, the Canadian government admitted it improperly issued work permits to the foreign crew aboard a Marshall Islands' tanker sailing in Canadian waters. The Canadian Federal Court granted the Union's judicial review application and, in February 2017, the SIU of Canada and the national government settled the remaining lawsuits.

As part of the settlement, the Union worked with branches of the government to establish a new Temporary Foreign Worker Program policy to address the issues of concern to Canada's maritime labor community.

"This is a significant step to ensure that Canadian vessel charterers will no longer be able to use the Temporary Foreign Worker Program to exploit foreign labor as a means to undercut and undermine the Canadian maritime industry and Canadian seafarers," added Given.

Congressman Garamendi warns U.S. is vulnerable to Russian dominance of arctic sea lanes

Congressman John Garamendi (D-California) told California maritime executives that the Coast Guard is "seriously underfunded" and lacks the heavy ice breaker fleet that Russia and possibly China might deploy to dominate polar sea lanes.

Currently the Coast Guard has one heavy ice-breaker that is currently in drydock for repairs and is over 40-years-old.

Garamendi is the senior Democrat on the House Transportation and Infrastructure Subcommittee for the Coast Guard and Merchant Marine.

The Congressman spoke at a Maritime Stakeholder meeting that took place at the California Maritime Academy at Vallejo,

California, this month, in which he noted:

- He helped secure passage of an authorization to re-capitalize a fleet of six polar ice breakers for the Coast Guard.
- Expressed concern that Customs is allowing some foreign-owned vessels exemptions to supply U.S. off-shore oil platforms in the violation of the Jones Act that provides that the work go to U.S.-owned vessels and U.S. crews in U.S. waters.
- Introduced the Energizing American Shipbuilding bill to require a certain percentage of liquified natural gas and crude oil exports be transported on U.S.-built and U.S.-flag vessels. The bill has yet to be enacted.
- Opposed the Trump administration's attempt to eliminate

funding for the Maritime Administration's Title XI program which provides funding for new U.S. shipbuilding.

• Opposes efforts in Congress to continue taking funds away from the Harbor Maintenance Fund which finances dredging and some shore side improvements for U.S. ports.

• Opposed attacks on the Jones Act noting that U.S. ocean carriers immediately re-supplied Puerto Rico in the aftermath of Hurricane Maria in 2017 despite false statements to the contrary.

• He introduced legislation to support new technologies or "Blue Technologies" for the Coast Guard and U.S. maritime companies. The California Maritime Academy and the U.S. Department of Commerce

convened a briefing by Silicon Valley companies developing drones, robotics and zero emission fuel cell vessels that might benefit from the Garamendi legislation.

At a luncheon sponsored by the Propeller Club of Northern California, Garamendi received an award from the American Maritime Partnership (AMP) for his service to the U.S. maritime industry. The award was presented by Matt Woodruff, Vice-President of Public and Government Relations, Kirby Corporation and Chairman of AMP as well as by other AMP members.

The Union was represented at the event by SUP member and California Maritime Professor Colin Dewey.

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SUP Honor Roll

Voluntary contributions from the membership to the following funds:

West Coast Sailors

- Cosme Bigno50.00
- Thor Erikson20.00
- Valeriy Goncharov50.00
- John Linderman in memory of
Knud Andersen50.00
- Edwin Pastolero10.00
- Gonzalo Sarra50.00

Dues-Paying Pensioners

- | | |
|--------------------|------------|
| Donald Cushing | Book #4777 |
| Diane Ferrari | Book #2251 |
| Gerald Ingemansson | Book #0379 |
| Kaj E. Kristensen | Book #3120 |
| Hannu Kurppa | Book #3162 |
| Dave Larsen | Book 19078 |
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Political Fund

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First ocean plastics cleanup system launched from San Francisco

The world's first large-scale ocean cleanup system was launched from San Francisco this month to a location offshore California where it will undergo testing before its deployment to the Great Pacific Garbage Patch.

If all goes according to plan, the system, developed by the Dutch non-profit, the Ocean Cleanup, will be the first of approximately 60 systems focused on the Great Pacific Garbage Patch over the next two years. According to The Ocean Cleanup, the fleet is enough to remove half of the plastic in the Great Pacific Garbage Patch within five years' time.

The first cleanup system, named System 001, is being towed from the San Francisco Bay by the vessel *Maersk Launcher*, which has been made available to the project by A.P. Moller-Maersk and DeepGreen, its current charter holder.

It will be towed to a location 240 nautical miles offshore for a two-week trial before continuing its journey toward the Great Pacific Garbage Patch, 1,200 nautical miles offshore, to start the cleanup.

Hundreds of scale-model tests, a series of prototypes, research expeditions and multiple iterations have led to The Ocean Cleanup having sufficient confidence in its technology to launch its first full-scale cleanup system.

System 001 consists of a 2000-foot, U-shaped floating barrier with a 10-foot skirt attached below. The system is designed to be propelled by wind and waves, allowing it to passively catch and concentrate plastic debris in front of it. Due to its shape, the debris will be funneled to the center of the system. Moving slightly faster than the plastic, the system will act like a giant Pac-Man, skimming the surface of the ocean.

The system will be deployed in the Great Pacific Garbage Patch, the world's

largest accumulation zone of ocean plastics. Situated halfway between Hawai'i and California, the patch contains 1.8 trillion pieces of plastic, and covers an area twice the size of Texas.

The Ocean Cleanup anticipates that the first plastic will be collected and returned to land within six months after deployment. This will mark the first time that free-floating plastic will have been successfully collected at sea. After returning the plastic to land, The Ocean Cleanup plans to recycle the material into products and use the proceeds to help fund the cleanup operations.

While the main objective of System 001 is to prove the technology and start the cleanup, a secondary goal is to collect performance data to improve the design for future deployments. Hence, the system is equipped with solar-powered and satellite-connected sensors, cameras and navigation lights to communicate the position of System 001 to passing marine traffic, and enable extensive monitoring of the system and the environment.

After delivery of the system to the Great Pacific Garbage Patch, the *Maersk Launcher* will remain active as an observation platform for several weeks.

Boyan Slat, Founder and CEO of The Ocean Cleanup, stated: "I am incredibly grateful for the tremendous amount of support we have received over the past few years from people around the world, that has allowed us to develop, test, and launch a system with the potential to begin to mitigate this ecological disaster. This makes me confident that, if we manage to make the technology work, the cleanup will happen."

If successful, and dependent on available funding, The Ocean Cleanup aims to scale up to a fleet of approximately 60 systems focused on the Great Pacific Garbage Patch over the next two years – and that could be just the beginning.

The Ocean Cleanup's ultimate goal is to reduce the amount of plastic in the world's oceans by at least 90% by 2040.

Republican controlled NLRB pushes to rescind pro-Union ruling

The National Labor Relations Board (NLRB) proposed rolling back an Obama-era job ruling that made it easier for contractors and workers at franchised businesses to form Unions and collectively bargain with big corporations.

This month the body overseeing Union-employee disputes released a proposal to abandon a 2015 decision by the prior, Democratic-controlled board that ruled a company could be held liable if it illegally interfered with workers' rights to organize a Union, even if those employees didn't directly work for the firm.

Port of Oakland completes crane raising project

Oakland International Container Terminal (OICT) was raised 27 feet and put back into service earlier this month, as part of a year long, crane raising project.

The project, which began in May 2017 and cost around \$14 million, raised four gantry cranes from 115 feet to 142 feet above the dock. The giant cranes can soar up to 393 feet, the height of a 39-story building, with the booms in the highest position.

"Raising cranes is part of our infrastructure investment strategy to increase the Port of Oakland's competitive edge on the U.S. West Coast," said Port of Oakland Maritime Director John Driscoll. "We're confident that this will help us move more imports and exports through Oakland."

These higher gantry cranes can reach over an additional three levels of stacked containers on a big ship's deck.

This improves the process and speed of cargo operations, saving time and money for port customers.

Total container volume at the Port of Oakland was up 2.3% for the first half of 2018. The port, in partnership with its terminal operators, anticipates heightening more cranes and adding new ones over the next few years.

Timely Reminder Fourth Quarter 2018 Dues are due and payable now!

SUP Constitution ARTICLE VI DUES AND INITIATION FEE

Section 1. The initiation fee shall be Sixteen Hundred Dollars (\$1600.00) payable in installments with the sum of One Hundred Dollars (\$100.00) being due and owing upon the member's admission into the Union and the balance of Fifty Dollars (\$50.00) per month for each month or part thereof in SUP-contracted vessels.

The initial installment of One Hundred Dollars (\$100.00) shall accompany the application of membership and the dues shall be One Hundred Fifty Dollars (\$150.00) per quarter, payable in advance.

SUP Meetings

These are the dates for the regularly scheduled SUP meetings in 2018:

	Hdq.	Branch
October	Tues. 9	15
November	Tues. 13	19
December	10	17

Final Departures

Roy Yates, Book No. 206. Born in Arkansas in 1923. Joined SUP in 1948. Died in Stockton, California, August 15, 2018. (Pensioner)

Charles Andrade, Book No. 3187. Born in Hawai'i in 1918. Joined SUP in 1939. Died in San Francisco, California, August 20, 2018. (Pensioner)

West Coast Sailors

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New Chairman of the House Coast Guard and Maritime Transportation Subcommittee

The House Committee on Transportation and Infrastructure Chairman Bill Shuster (R-Pennsylvania) has named Representative Brian Mast (R-Florida) to serve as Chairman of the Subcommittee on the Coast Guard and Maritime Transportation for the remainder of the 115th Congress. The Subcommittee on Coast Guard and Maritime Transportation is one of six subcommittees of the Transportation and Infrastructure Committee. Mast replaces Congressman Duncan Hunter (R-California).

“Oversight of the Coast Guard and the Nation’s maritime transportation system is a vital responsibility of the Transportation and Infrastructure Committee. The Coast Guard, as one of the Nation’s five Armed Services, conducts an array of critical missions, on behalf of the American people,” said Shuster. “Brian is an effective member of this subcommittee and has a firm grasp of the issues. He understands the critical nature of the Coast Guard’s missions and is ready to take the gavel.”

“Maritime transportation is a critical issue for Florida and the Coast Guard has an important presence in our state. which is why I asked Chairman Bill Shuster for the opportunity to take on leadership of this subcommittee,” Mast said. “The Coast Guard plays an essential role in maintaining the rule of law on our waterways, including securing our borders and enforcing marine pollution laws. Working together, I’m confident we can ensure they have the tools they need to succeed at these critical missions.”

Trump freezes federal civilian workers’ pay

President Trump announced on August 30, that he would cancel cost-of-living pay raises for civilian workers across the federal government and freeze their pay, citing the “nation’s fiscal situation.” This happens just months after he and Republicans in Congress rammed through a partisan \$1.4 trillion tax cut for big corporations and the wealthiest Americans that is being spent enriching shareholders.

In a letter to Congress announcing the pay freeze, Trump wrote: “We must maintain efforts to put our nation on a fiscally sustainable course, and federal agency budgets cannot sustain such increases.”

The freeze would deny roughly 1.8 million people a cost-of-living pay increase next year. The Senate has already backed a 1.9% pay raise for civilian federal employees this year, but House Republicans have approved their own spending bill that endorses the White House’s pay freeze. Most civilian workers are slated to receive a 2.1% increase under a years-old government formula.

Trump’s move comes just months after he signed a tax bill that, according to the non-partisan Tax Policy Center, gives the largest benefits to the highest income households and raises the federal debt by \$7.2 trillion in this decade and by \$20.9 trillion by 2036.

“This is a direct attack on public servants,” responded AFL-CIO President Richard Trumka. “Handing \$1.5 trillion to corporations as they ship jobs overseas is fiscally unsustainable, not paying those who serve our country every day.”

ILA locals approve six-year master contract extension

Members of the International Longshoremen’s Association, (ILA) AFL-CIO at ports from Maine to Texas on September 6, overwhelmingly approved a six-year master contract extension with United States Maritime Alliance (USMX) that will bring generous pay increases; landmark protections against job-killing fully automated ports; and labor peace and stability through September 30, 2024. ILA President Harold J. Daggett the Union’s Chief Negotiator who, termed this agreement the best contract he ever witnessed in his 50-plus year ILA career, applauded the successful ratification vote.

Every ILA Local reporting results to the International offices in North Bergen, New Jersey approved the Master Contract with unanimous approval likely of all ILA Locals.

“This is a great day for the ILA and our Union membership,” said President Daggett “ILA members covered under this ILA-USMX Master Agreement can now look to a bright future where their salaries will increase and the threat of job loss from fully automated terminals, semi-automated terminals and automated equipment is eliminated. Our national health care plan, MILA remains strong and our members will benefit from increases in Container Royalty.”

“Our ILA Wage Scale Committee can be very proud of the contract they helped produced and our membership ratified,” added Daggett. “They put in long, oft-times grueling hours to bring home a contract that I think represents the best collective bargaining agreement in ILA history and maybe even in the entire history of organized labor.”

“This extension not only protects the benefits ILA members already have, but also enhances these benefits to ensure that they are compensated appropriately for all your hard work,” said Daggett. “I am particularly pleased with the jurisdictional protections that the ILA has negotiated that will ensure ILA jobs will be preserved in the years ahead. I believe that this proposed extension represents a giant step forward in the collective bargaining history of the ILA.”

The current ILA Master Contract was set to expire at the end of September The new contract is now in effect for six years until September 30, 2024.



Cape Orlando, RRF sea trials activation crew in September: AB Anthony Hernandez, OS Bob Richards, AB Jill Holleman, OS Michael Siri, OS Zaldy Mateo, AB James Salera, AB Igor Likhterman, and Bosun Chris Buheirao. The Orlando is operated and maintained for the Maritime Administration by SUP-contracted Patriot Contract Services.

CMA CGM remains profitable as cargo volumes increase

CMA CGM, the parent company of SUP-contracted APL, said it had a profit of \$22.7 million in the second quarter ending June 30, compared with \$213 million in the same period last year. The drop in profit came even though revenue was \$5.7 billion in the second quarter of 2018 compared with \$5.31 billion in the second quarter of 2017.

The French carrier carried 5.19 million TEUs in the second quarter, 9.6% more than in the same 2017 period. The company’s fleet capacity grew from 2.4 million TEUs to 2.6 million TEUs.

Rodolphe Saadé, Chairman and Chief Executive Officer, said, “The strong volume growth demonstrates our commercial strength and the quality of our service offering.”

The company said the volume growth “can be explained by the strength of the TransPacific and Asia/Gulf lines within OCEAN Alliance, as well as lines from and to South America.” CMA CGM’s partners in the Ocean Alliance are COSCO Shipping, OOCL and Evergreen.

Saadé also highlighted CMA CGM’s acquisition of a 25% stake in CEVA during the quarter, calling it “an important step in our strategy to complement our transport offering with logistics services.”

CMA CGM acquired Finland’s Containerships, a short-sea operator specializing in intra-regional transportation in Northern Europe in June. The company said average revenue per container transported decreased 2.1% in the second quarter of 2018 in comparison with the second quarter of 2017.

CMA CGM said its core earnings before interest and taxes in the second quarter was \$67.1 million, down from \$472 million in the second quarter of 2017. EBIT margin was 1.2% in the second quarter of 2018 compared to 8.9% in the second quarter of 2017, and the company said this “echoes the very sharp rise in unit bunker costs, which have risen by 27.7% ton of bunker over the past year.”

Ports unite to reduce greenhouse gas emissions

Creation of coalition of seven ports authorities, including those in Los Angeles and Long Beach, announced at Global Climate Action Summit in San Francisco. Seven port authorities have joined together in an initiative called the World Ports Climate Action Program that seeks to address global warming.

The program was announced this month by Allard Castelein, the President and Chief Executive Officer of the Port of Rotterdam Authority, at the Global Climate Action Summit in San Francisco.

Shipping and port activities generate “a significant amount of greenhouse gases. You could compare the emissions to the emission profile of a country like Germany,” Castelein told the audience at the summit. “So the Port of Rotterdam has decided to take action.”

He said his agency along with port authorities in Long Beach, Los Angeles, Vancouver, Hamburg, Antwerp and Barcelona have created a “coalition of the willing” to reduce greenhouse gases.

He said the coalition will focus on: increasing the efficiency of supply chains using data technology; increasing the use of renewable energy to power ships when

they are in port; powering cargo-handling equipment with renewable energy; and decarbonizing ship fuels.

The port said last year that “around 18% of the Dutch CO2 emissions are generated by the Port of Rotterdam.”

Castelein said the port is investing in increasing energy efficiency, carbon capture and circular economy initiatives.

Stientje van Veldhoven, the Dutch minister for the environment, told the conference that the Netherlands has a goal to reduce greenhouse gases by 2030 and plans to close down coal-fired power plants before 2030. She said the country is building the world’s largest offshore wind farm and that by 2030 new power will be created from zero-emission sources.

She also noted with the world population headed toward 10 billion people, “when we want to conquer climate change, we need to look beyond the energy question and address resources.”

She said the Netherlands has committed to halving resource use by 2030. “We want to be a completely circular economy by 2050, a no-waste economy... that reuses – making new concrete from old concrete, new plastic from old plastic.”

SUP Election

Report of the Committee on Candidates

SUP 2018-2019 Headquarters and Branch Nominees

September 18, 2018

In accordance with established SUP election procedure, the following members were nominated for regular officers of the Union at the September Headquarters and Branch meetings. As per Section 5(3)b of Article XII, of the SUP Constitution, the names of nominees appear as they do on the membership records at Headquarters.

September 18, 2018

President/Secretary-Treasurer

Robert Burns #5736
David Connolly #4792
Gunnar Lundeborg #4090
Daniel McDonald #6595

Vice President/Asst. Secretary-Treasurer

Brendan Bohannon #5755
David Connolly #4792
Matthew Henning #19319
Daniel McDonald #6595

Seattle Branch Agent

Mark Acord #19436
Rhonda Benoit #5723
Brendan Bohannon #5755
Mike Dirksen #2739
Jerold Komoto #3182
Jesper Pfeil #3874
Patrick Weisbarth #3644
William Williamson IV #3651

Wilmington Branch Agent

Brendan Bohannon #5755
Leighton Gandy #3021
Dale Gibson #3027
Scott Hudson #19190
Mark Hurley #5870
Gary McDevitt #6523
Jose McDonald #6505
Scott Oliphant #2467
Grant Wegger #3637

Honolulu Branch Agent

Paul Barbour #5734
John Benson III #5746
Brendan Bohannon #5755
Mike Dirksen #2739
Verness Johansen #4316
Jan-Peter Johnsson #4323
Robert Morgan #6519
Michael Soper #7520
Patrick Weisbarth #3644

San Francisco Business Agent

Brendan Bohannon #5755
Dave Frizzi #2255
Paul Fuentes #2239
Isnin Idris #0885
Jan-Peter Johnsson #4323
Roy Tufono #3281

Building Corporation Trustees

Brandon Bohannon #5755
Christopher Bujnowski #5738
Robert Burns #5736
David Connolly #4792
Michael Dirksen #2739
Berit Eriksson #1899
Dave Frizzi #2255
Paul Fuentes #2239
Leighton Gandy #3021
Matthew Henning #19319
Mark Hurley #5870
Verness Johansen #4316
Jan-Peter Johnsson #4323
Gunnar Lundeborg #4090
Daniel McDonald #6495
Leo Moore #6492
Frank Portanier #3835
Roy Tufono #3281
William Williamson IV #3651

This duly elected Committee on Candidates convened on September 10, and September 18, 2018, to compile this list and determine the eligibility of all nominees according to these criteria. Article XII, Section 3 of the SUP Constitution states that "Any member of the Union shall be eligible to be a candidate for and hold any regular office, provided he/she possesses the following qualifications:

- He/she is a member in good standing at the time of nomination;
- He/she achieved B seniority as defined in the SUP Shipping Rules; and
- He/she is not disqualified by law."

All candidates listed possessed the qualifications stated in the SUP Constitution, except for Zbigniew Kaczor #19403, who was nominated for Seattle Branch Agent but was delinquent in dues, at the time of nomination.

As per Section 5 of Article XII, all those "nominees who desire to become candidates shall have the necessary qualifications and acceptance in the office of the Committee on Election (c/o SUP, 450 Harrison Street, San Francisco CA 94105) prior to midnight October 14, 2018. The acceptance shall be by letter which shall be dated and shall contain the following:

- The name of the candidate;
- His/her home address and mailing address;
- His/her membership number; and
- The title of the office or other position sought, including the name of the Port in the event the position sought is that of Branch Agent or Business Agent.

No one may be a candidate for more than one office with the exception of the position of Trustee of the SUP Building Corporation.

Nominees who fail to comply shall be regarded as having declined the nomination."

Fraternally,
Committee on Candidates

Mike Worth #3629

Mike Worth

Arthur Thanash #3249

Arthur Thanash

Phillip P. Coulter #4834

Phillip P. Coulter

N. Idris (H42) 888

Haz Idris

D. Frizzi 2255

Dave Frizzi



Patriot Contract Services Watson-Class LMSRs

Effective October 1, 2018

Full Operating Status (FOS)

Rating	Wages (56 hour week)		OT Hourly	Supp. Benefit Monthly	Supp. Benefit Monthly	Supp. Benefit Daily	Money Purch. Plan
	Monthly	Daily					
Bosun	\$7,939.20	\$264.64	\$33.44	\$5,620.18	\$2,810.10	\$93.67	\$20.40
AB	\$6,279.91	\$209.33	\$25.77	\$4,347.86	\$2,174.10	\$72.47	\$20.40
OS	\$4,482.30	\$149.41	\$20.44	\$3,064.29	\$1,532.10	\$51.07	\$20.40

FOS Supplemental Benefits: fifteen (15) days for each thirty (30) worked or pro rata thereof.

Pacific District Pension Plan: \$20.00 per day (FOS and ROS)

Reduced Operating Status (ROS)

Rating	Weekly Wage	Daily Wage	Overtime Rate
Bosun	\$1,505.91	\$215.13	\$33.44
AB	\$1,180.76	\$168.68	\$25.77
OS	\$904.12	\$129.16	\$20.44

ROS Supplemental Benefits: one and one-half (1½) days for each thirty (30) days worked or pro rata thereof.

MT PAX - Effective October 1, 2018

Full Operating Status (FOS)

	Monthly Base Wage	Daily Base Wage	Hourly Overtime Rate	Monthly Benefit Base	Monthly Supple. Benefit	Daily Supple. Benefit	Daily Money Purchase Plan
AB Watchstander	3,878.10	129.27	18.84	3,878.10	1,809.61	60.33	21.31

Pacific District Pension Plan: \$20.00 per day (FOS and ROS)

Reduced Operating Status (ROS)

	Weekly Base Wage	Daily Base Wage	Hourly Overtime Rate	Daily Money Purchase Plan
AB Watchstander	1,203.09	171.88	18.84	21.31

U.S. Navy seizes weapons in interdiction operation in Gulf of Aden

The guided-missile destroyer *USS Jason Dunham* seized an illicit weapons shipment found aboard a stateless skiff in the international waters of the Gulf of Aden on August 28.

The shipment included 2,521 AK-47 automatic rifles.

The skiff was determined to be stateless following a flag verification boarding, conducted in accordance with international law.

The origin and intended destination of the skiff have not yet been determined.

"We are actively involved in searching for illegal weapons shipments of all kinds," said Vice Admiral Scott Stearney, Commander of U.S. Naval Forces Central Command, U.S. 5th Fleet, and the Combined Maritime Forces. "Ensuring the flow of commerce for legitimate traffic continues to be paramount to the U.S. Navy and its regional partners and allies."

The seizure comes after four others in 2015 and 2016 by Combined Maritime Forces and U.S. 5th Fleet assets.

The first was by Royal Australian Navy's *HMAS Melbourne* on September 27, 2015, when it intercepted a dhow containing 75 anti-tank guided munitions, four tripods with associated equipment, four launch tubes, two launcher assembly units and three missile guidance sets.

The second was by the Royal Australian Navy's *HMAS Darwin*, which intercepted a dhow February 27, 2016, confiscating nearly 2,000 AK-47 assault rifles, 81 rocket-propelled grenade launchers, 49 PKM general purpose machine guns, 39 PKM spare barrels and 20 60mm mortar tubes.

The third was by the French Navy destroyer *FS Provence*, March 20, 2016. It yielded almost 2,000 AK-47 assault rifles, 64 Dragunov sniper rifles, nine anti-tank missiles and six PK machine guns with bipods.

The fourth was by U.S. Navy coastal patrol ship *USS Sirocco* (PC 6) operating as part of U.S. 5th Fleet March 28, 2016, when it intercepted a dhow containing 1,500 AK-47s, 200 RPG launchers and 21.50 caliber machine guns.

The United Kingdom-based investigative organization Conflict Armament Research linked three of the caches to weapons that could have come from Iranian stockpiles.

Based on crew interviews, a review of onboard records and an examination of the arms aboard the vessel, the United States concluded that the arms from the four interdictions in 2015 and 2016 originated in Iran and were intended to be delivered to the Houthis in Yemen in contravention of United Nations Security Council Resolution 2216.

General Lyons relieves General McDew at U.S. Transportation Command

U.S. Army General Stephen R. Lyons took command of U.S. Transportation Command (USTRANSCOM) in a ceremony at Scott Air Force Base in Illinois on August 24, becoming the first Army officer to lead the global combatant command.

U.S. Secretary of Defense James Mattis presided over the ceremony, highlighting the important mission of USTRANSCOM and the future of the Command. "When you see the connectivity and capability of this remarkable TRANSCOM team, any doubts about America's 'military might' fade immediately," said Mattis.

As the 13th USTRANSCOM Commander, Lyons leads an enterprise of more than 144,000 logistics and transportation professionals.

Lyons previously served as Director for Logistics at the Pentagon and was the USTRANSCOM Deputy Commander from 2015 to 2017.

He spoke to the crowd of dignitaries, community partners, gold-star families and military members after taking the reins of the command.

"To this great TRANSCOM team and the broader joint deployment and distribution enterprise that includes organizations like the Maritime Administration, Defense Logistics Agency and our commercial partners ... let me just say how incredibly proud I am to rejoin your ranks," said Lyons.

Lyons succeeds U.S. Air Force General Darren W. McDew, who retired today after 36 years of military service.

McDew told the audience he was proud of the USTRANSCOM team and praised their efforts. He challenged his former command to "never allow yourselves to become satisfied with where you are today. Be bold. Lead. America's future depends on it."

During McDew's tenure, USTRANSCOM supported strike operations in Libya and multiple missions in support of Operations Inherent Resolve in the Middle East and Freedom's Sentinel in Southwest Asia, directing the movement of more than 236,500 passengers and 402,500 short tons of cargo by land and air.

USTRANSCOM executed more than 500 missions in response to Hurricanes Harvey, Irma and Maria in 2017, transporting evacuees, security forces and humanitarian relief supplies. McDew led the effort to overcome the challenges of responding in three geographic areas of responsibility separated by more than 2,200 miles.

McDew oversaw a historic, national policy change which expanded the command's role to coordinate transportation for the joint force within the Department of Defense.

Today, USTRANSCOM delivers air, land and sea transportation capabilities for the Department of Defense, projecting combat power anywhere in the world.



General Stephen R. Lyons

Spanish Parliament votes to exhume former dictator Franco

The Spanish Parliament voted this month to exhume the remains of former dictator Francisco Franco from the underground basilica that he had built near Madrid, intensifying a debate over his legacy that continues 43 years after his death.

The vote paves the way for the body to be moved before the end of the year, but it will not end disagreements about Franco's place in history, nor will it resolve the question of what to do with his burial site, known as the Valley of the Fallen.

Franco had the site built, in part with forced labor, to honor those who "fell for God and Spain" in the Spanish Civil War, and it became one of Europe's largest mass graves, with the remains of at least 33,000 people. Most had fought for Franco in the war, which lasted from 1936 to 1939, but the monument also contains the bones of many of his Republican opponents, dumped there in anonymity.

"There is neither respect, nor honor, nor justice, nor peace, nor concord as long as the remains of Franco are kept in the same place as the victims," Carmen Calvo, the deputy prime minister, said in Parliament before the vote. "A dictator cannot be exalted: that is the summary of this debate."

Parliament approved the exhumation, 172-2, with 164 abstentions, and the two who voted against were reported to have done so in error. The two main center-right opposition parties refused to take part in the vote, and the conservative Popular Party plans to appeal the decision before the Constitutional Court.

Franco led a bloody military coup against the duly elected Spanish government. He was supported by fascist elements of Spanish society. The resulting civil war included foreign International Brigades who fought against Franco and fascism. Several members of the SUP served in Brigades.

**DEFEND THE MARITIME SECURITY PROGRAM
SUPPORT THE SUP POLITICAL FUND**



The Honolulu Branch meeting in August had SUP Welfare Plan Administrator Michelle Chang answer questions about the medical plan, the dental plan, and the pension plan. Front table starting in the center: Honolulu Branch Agent, Mike Dirksen, Michelle Chang, Joe Mantanona, Art Garrett, Jon Fletcher, Patrick Weisbarth, Ray Tavai, Richard Kahalewai, Brandon Keopuhiwa. Back table: Antolin Avorque. Not pictured: Nick Manessiotis, Sean Bane, Jesus Derramas, and William Sullivan.

The Jones Act protects war fighters

continued from page 1

offload in one U.S. port, upload more goods, and then deliver them to another American port. This also applies to planes, trains and automobiles. No foreign transport agent can pick up freight in one U.S. destination and move it to another.

China's state-owned container ships already fill American ports. Imagine U.S. job numbers and our transportation economy if Chinese government vessels and vehicles could ship oranges from Florida to Texas, or lumber from Oregon to South Carolina.

Economic and policy aspects of the Act have created analysis wars, with detractors unable to prove negative impacts. Port shipping has so many variables (weather, fuel prices, supply, demand, mercurial foreign competition) that quantifying micro effects is uniquely challenging.

Decades ago, the United States International Trade Commission (USITC) announced the Act increased the cost of certain goods. Yet the Government Accounting Office claimed it did not, noting USITC reviews were "unverifiable," "uncertain," "incomplete." Over time, USITC agreed with the GAO about its own failings, finally admitting it "could not quantify its negative assumptions."

A recent study by research firms Reeve & Associates and Estudios Técnicos compared specific goods costs between the U.S. mainland and Puerto Rico and determined the Act does not increase prices on the island. This matters tremendously, as Jones Act opponents often cite "harm" to Puerto Rico's cost of living as a reason to overturn it.

The mainland is Puerto Rico's number one export partner at 70%, making the Act a non-issue in its export trade. More than 67% of vessels trading in Puerto Rico are foreign, and it enjoyed an \$892 million trade surplus in May. Puerto Rico has become the number one U.S. exporter of pharmaceuticals and medicinal products, shipping around the globe.

Problems with cost and movement of goods in Puerto Rico are manifold. Roads and infrastructure are a mess. There is no freight rail. The main port is small, shallow and cannot accommodate two-way traffic. After Hurricane Maria in 2017, relief supplies sat offshore for weeks – not because of Jones Act protections, but because ports could not accommodate the volume and trucks were stuck in remote parts of the devastated island.

In June, the Army held a supply exercise called Nautical Horizon in the Persian Gulf. Although the Navy is in charge of water battles, the Army still must transport equipment over waterways. But it can't move anything there that has not arrived from here.

In late September, my son will graduate from Army Officers Candidate School and go on to officer leadership training in his chosen branch, infantry. He is eager to deploy.

Today's diplomatic dustup could easily escalate into tomorrow's full-out war, and we can't have soldiers' families again putting Kevlar helmets in mailing boxes because the military cannot keep up with distribution. There must be a Plan B to supply my son and all warfighters with everything they need to come home in one piece.

The Jones Act is Plan B. It protects the integrity of our ports without negative economic consequences and provides a critical option to our military. Navy Admiral Christopher McMahon recently defended the Act in a maritime law journal by noting, "U.S. flag shipping is still critical to health of our nation."

Our merchant marine excels at moving cargo, and we must not stand in the way of our military accessing that expertise. Military families would surely agree.

[Editor's Note: Kerri (Houston) Toloczko is a public policy analyst and previously served as a Commissioner to the U.S.-China Economic Security and Review Commission.]

74 lashes for being a trade Unionist

Iranian teacher trade Unionist Mohammed Habibi was sentenced to ten-and-a-half years in prison on August 4. The sentence by the Iranian Islamic Revolutionary Court also included prohibition of social and political activities for two years, a travel ban of two years, and 74 lashes.

What was his crime? Mohammed Habibi is a member of the Iranian Teachers' Trade Association of Tehran, and he's just one of the many independent trade Union members harassed by Iran's public authorities for pursuing their legitimate activities.

He was arrested in May during a peaceful protest and has since been held in detention under unbearably harsh conditions.

Welfare Notes

September 2018

Major Dental Work For Active Participants

All participants regardless of their plan should get an estimate from your dentist before the services are started on major dental work. Work must be approved by your dental plan. If work is approved by your plan you will know in advance what your payment obligations will be.

Work that is not approved by your plan will not be paid by your plan or the SUP Welfare Plan.

If you are enrolled in a HMO Dental Plan you must go to your HMO dentist for treatment to be covered by your Plan. The SUP Welfare Plan cannot reimburse you for services by dentists who are not your HMO dentist. You can change your HMO dentist, but you must do so by contacting your HMO Plan.

Major Dental Work For Pensioners

Pensioners who need major dental work should also get an estimate from their dentist before beginning the treatment. Your dentist should be able to advise you of the projected cost so you can decide if you want to proceed with the services. You may need medical or vision services during the fiscal year so you will want to decide where the \$1,500.00 maximum will benefit you the most.

Flu Season

October is usually the beginning of the Flu season. Your health plans provide flu shots with no payment due from you in most cases. Be sure to check with your doctor to see if any other immunizations are recommended or you need updates on previous inoculations.

Michelle Chang, Administrator mcsupsiupd@sbcglobal.net

Patty Martin Claims, MPP & 401(k) Plans, Death Benefits
martinpatty59@sbcglobal.net

Michael Jacyna Eligibility mjacyna67@sbcglobal.net

Training Representative Berit Eriksson 206-551-1870
berittrainrep@sbcglobal.net

SUP Welfare Plan 730 Harrison Street, #415 San Francisco, CA 94107

Phone Numbers: 415-778-5490 or 1-800-796-8003

Fax: 415-778-5495

SIU-PD Pension 415-764-4987

SIU-PD Supplemental Benefits 415-764-4991

Seafarers Medical Center 415-392-3611

Membership and Ratings Committee

The Committee met on September 7, and found the following members eligible for advancement in seniority and rating stamps in the various departments:

Name and Membership Number	Seatime	Rating	Seniority
Phillip Coulter #4824	6 Years	A.B.	A
Travis Johnson #19575	1 Year	A.B.	B
Karl Wendell, Jr. #19576	1 Year	O.S.	B
Norman Teruya #C2751	30 Days	O.S.	C

Membership and Ratings Committee's Report: M/S to concur in the Committee's report. Carried unanimously. Membership and Ratings Committee: Paul Fuentes #2239, Guevarra Mervin #19326, and Dan Ternura #19183.

Union urges states to look into T-Mobile purchase of Sprint

The Communication Workers of America (CWA), which opposes T-Mobile's proposed purchase of rival Sprint, has written to all 50 state attorneys general to highlight potential job losses from the proposed deal as well as antitrust concern.

Attorneys general in New York and California have reportedly begun probes into the \$26 billion deal, which would see the third-and-fourth largest wireless carriers in the United States merging.

Utah and New Mexico have said they see the proposed transaction, announced in April, as positive because it will give the carriers a boost in building next generation 5G wireless technology and help them to extend into rural parts of the two states.

In the September 10 letter from CWA President Christopher Shelton, a copy of which was sent to *Reuters* by the Union, the CWA "expressed concern" about the deal and asked the attorneys general to investigate. The state attorneys general work with regulators and the federal government on deals they fear will cause harm locally.

The letter included a breakdown of the top 50 metropolitan areas that the Union said were likely to see job losses because of the deal, mostly because of shuttered retail outlets. The CWA has estimated that the deal would lead to 28,000 lost jobs. Shelton added the deal would "result in substantial harm to consumers and employees."



SUP PRESIDENT'S REPORT

September 10, 2018

APL MARINE SERVICES

Negotiations

In accordance with Article XVII of the SUP Constitution, a Negotiating Committee shall be elected at today's Headquarters meeting to bargain with APL.

The Committee will turn-to on Friday, September 21, at 0830 to review General Rules and SUP Work Rule proposals submitted by the membership in preparation to caucusing with the MFOW and SIU-Marine Cooks Negotiating Committees to formulate unified General Rules proposals.

By agreement between the Unions and the company, bargaining will begin at SUP Headquarters on Monday, September 24, and continue daily until agreement is achieved. The current agreement expires on Sunday, September 30.

President Wilson

The Union was notified by APL that the name of the *APL Belgium* was changed to *President Wilson* on September 8, in Pusan, becoming the fourth company vessel to carry the name.

PATRIOT CONTRACT SERVICES

Watson-Class LMSRs

In accordance with the collective bargaining agreement between the SUP and Patriot Contract Service covering the Watson-Class Large, Medium-Speed, Roll-On/Roll-Off vessels (*USNS Charlton*, *USNS Dahl*, *USNS Pomeroy*, *USNS Red Cloud*, *USNS Sisler*, *USNS Soderman*, *USNS Watkins*, *USNS Watson*), there will be a 2% Total Labor Cost increase (wages, overtime, SUP Money Purchase Pension Plan, SUP Welfare Plan, etc.) effective October 1.

The Military Sealift Command has put these vessels out for competitive bid. The Union is working with Patriot to ensure these vessels and the important jobs that benefit the membership remain with Patriot for the next five years.

SLNC PAX

In accordance with the collective bargaining agreement covering the tanker *SLNC PAX* there will be a 3% Total Labor Cost increase effective October 1.

New wage scales for the Watson-Class vessels and the PAX will be published in this month's *West Coast Sailors*.

SUP ELECTION: NOMINATIONS

In accordance with Article XII of the SUP Constitution, nomination of regular officers of the Sailors' Union of the Pacific for the 2019-2022 term shall commence at today's Headquarters' meeting and conclude at next week's Branch meetings. Written notice of this fact was published in last month's *West Coast Sailors* and posted at all Union halls.

Any eligible member may place his or her own name in nomination for any regular office or may be nominated by another member. Nominations may be made either in person or by mail; however, any nomination made by mail must be received at the Branch or Headquarters at least one day prior to the meeting at which nominations will be received.

The following are the regular offices of the Sailors' Union of the Pacific:

- President/Secretary-Treasurer
- Vice President/Assistant Secretary-Treasurer
- Seattle Branch Agent
- Wilmington Branch Agent
- Honolulu Branch Agent
- San Francisco Business Agent
- Trustees of the SUP Building Corporation (5)
- Delegates to the Seafarers' International Union of

North America Convention (3). Delegates to the Convention will not be on the ballot as the next SIUNA Convention is in 2022. Delegates will be elected during the 2021-2022 election cycle.

All nominees shall be notified by mail of their nomination. A list of names and nominees for each office shall be conspicuously posted in each Union hall and will be published in the September issue of the *West Coast Sailors*.

A Committee on Candidates will be elected at today's Headquarters' meeting and will meet after today's meeting, and again on Tuesday, September 18, to review the list of nominees and mail notification of their nomination.

All nominees who desire to become candidates for and hold any regular office shall have the following qualifications:

- He or she is a member in good standing at the time of nomination.
- He or she achieved "B" seniority as defined in the SUP Shipping Rules; and

- He or she is not disqualified by law. A member shall not be eligible to be a candidate for and hold any regular office if within the past five years he/she has been convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes.

All nominees who desire to become candidates shall have the necessary qualifications and acceptance of the nomination in the office of the Committee on Candidates at Headquarters prior to midnight, Sunday, October 14, 2018.

The acceptance shall be by letter which shall be dated and shall contain the following:

- The name of the candidate;
- His/her home address and mailing address;
- His/her membership number; and
- The title of the office or other position sought, including the name of the Port in the event the position sought is that of Branch Agent or Business Agent.

No one may be a candidate for more than one office with the exception of the position of Trustee of the SUP Building Corporation.

Nominees who shall fail to comply herein with shall be regarded as having declined the nomination.

The election itself shall be conducted by secret mail ballot from December 1, 2018, through January 31, 2019.

HOLIDAYS

All SUP halls will be closed for Columbus Day, Monday, October 8, a holiday under all SUP agreements. Due to the holiday, the Headquarters meeting will be held on Tuesday, October 9.

ACTION TAKEN

M/S to elect an APL Negotiating Committee. Elected were: Phil Coulter, Haz Idris, Mike Worth, with the rest to be filled off the hiring hall deck.

M/S to elect a Committee on Candidates: Nominated and elected were: Phil Coulter, Dave Frizzi, Mark Pfaff, Arthur Thanash and Mike Worth.

M/S to concur with the balance of the President's report. Carried unanimously.

Gunnar Lundeberg

VICE PRESIDENT'S REPORT

September 2018

USNS Charlton: Andrew Montoya, delegate. SUP seamanship renders routine the safe evasion of sudden onset of a typhoon during the mission. Company agreed to pay the SUP claim for three days wages of stranded sailors in Korea. Rico Eclanir is back as the new bosun.

USNS Pomeroy: Benjamin Linn, delegate. After 28-day voyage from the mid-Indian Ocean, ship arrived U.S. East Coast lay berth awaiting transit to Charleston for load out, then a shipyard period followed by ROS deployment. Bosun Robyn Mundell did a fine job returning ship to CONUS in good shape.

USNS Dahl: James Coulter, delegate. Previous and ongoing actions of apparently unfair discipline and negative work environment under protest and investigation. General grievance filed, individual grievances pending. Company slow to recognize a problem. Capricious fits of overbearing authority mark weak leadership as clear as scapegoating sailors is poor seamanship.

USNS Sisler: Eduardo Zepeda, delegate. Facts around airport incident of signed off sailor suggest minor infraction had an unfortunately major impact. Seeking reinstatement. Otherwise in good shape.

SLNC PAX: Jeff Titco, delegate. Clarification on work and rest rules. Referral of hose crane control and other equipment issues to management. Running smooth in the Asian loop with refined product. Reliefs scheduled for October and November.

Mississippi Voyager: Rory Alexander, delegate. Bosun Thor Erikson running the gang and showing the ropes to new sailors. See Business Agent Roy Tufono's report on page 8. Chevron benefits enrollment window for 2019 opens on October 19 and closes on October 26. Contact Company benefits administrator for more information. In good shape in Richmond.

President Wilson: Taufiq Wasel, delegate. Ex-*APL Belgium*: same C-11, new name. Clarification on call outs. Bosun Aaron Wiebe handled many difficult situations with professional ease. Roy made the ship in Oakland,

investigated and collected statements of termination of SUP crew member. Union investigation pending.

President Cleveland: Jose V. Duran, delegate. Clarification on light duty: Section 14 of the General Rules equates "Fit for Light Duty" with "Unfit for Duty" but much depends on the individual circumstances. Maiden SUP voyage a success with lots of work accomplished by good crew in high spirits. No beefs.

APL Guam: Dave Rowland, delegate. Potential potable water issue reported on departure from Saipan for Korea. Pressed management for details and response plan. Clarification on anchor call outs: bosun should be there as per Section 14 of the SUP Work Rules.

APL Gulf Express: Justin Foster relieved by Michael Burpee as delegate. After many delays due to immigration and schedule changes, the delegate was relieved along with Matt Henning who turned over a clean ship to new bosun Chris Go. Clarification on stowaway search, delegate's duties, watch selection and assignments as per dispatch. Sailors that switch rating assignments on board on their own (such as from watchstander to dayman) while a dispatched sailor is enroute the ship, are in violation of the SUP Shipping Rules.

Dave Connolly

**DEFEND THE
JONES ACT
SUPPORT THE
SUP
POLITICAL FUND**

SUP BRANCH REPORTS

SEATTLE

August 20, 2018

Shipped during the period: 2 B cards and 1 C took Patriot Boatswain Billets; 2 AB Patriot activation jobs filled by 2 B cards; and 4 steady jobs went to 2 B, 1 C, and 1 D. An A seniority reclaimed a Dayman AB billet on *Manoa*. A D registrant was shipped to a Chevron QMED/Machinist billet. Also shipped 12 standby AB's to Matson ships which went to 5 A, 2 B, 1 C, 4 D cards.

Registered 5 A cards for a total of 6; 11 B cards for a total of 12; 2 C cards for a total of 3; and 2 D cards for a total of 2.

Ships checked

Moku Pahu is in Portland loading "Food for Peace" cargo destined for Yemen. This is a rough and tough ship to work with limited manpower, but she has a strong gang. Forrest Jackson is the snapper and Clinton Sieber has relieved Joel Tetrault as the time keeper. Two of the gang already went around the world on her once and are set to go again, but still looking spry. Grain runs can be extremely challenging, but I know the SUP gang will lay up *Moku Pahu* better than they found her.

During the month I attended the MLK-CLC delegates meeting.

Members, when you make the hall bring all your documents with you. Let's go through them to be sure you are current. Other than your Drug-Free you cannot go to work on documents that will expire during your dispatch, and your Passport must be valid six months beyond.

Brendan Bohannon, Branch Agent

WILMINGTON

August 20, 2018

Shipping: Bosun: 4 AB: 19 AB/D: 6 OS/ STOS: 1 and 80 standby jobs for a total of 110 jobs shipped.

Registrations: A:25 B:42 C:15 D:5

Ships checked

Mahimahi, Maunawili, Mokihana, Maunalei, R.J. Pfeiffer, Manukai, Manulani. President Eisenhower, President Cleveland, APL Korea, APL Belgium, President Kennedy, President Truman.

Shipping has picked up here in Wilmington, with new APL ships crewing up, *President Kennedy, President Roosevelt, President Eisenhower* completing first voyage under U.S. flag, work in progress on washing machines, dryers, ice machines and coffee makers.

Attended meetings of Maritime Trades Department and Los Angeles/Long Beach Harbor Labor Coalition to finalize preparations for Labor Day Parade.

Eli Wegger, is holding seamanship class here at the hall on Fridays. If interested sign up sheets are on the desk. Also check out the DVD's on the history of Unions.

Keep your dues current and be sure to check your documents, before you are ready to ship make sure all documents are current in order to be dispatched. If you receive new documents come in to update your records.

Participate in your Union meetings to keep informed, we need a quorum in order to vote the Union is only as strong as its members.

Leighton Gandy, Branch Agent

HONOLULU

August 20, 2018

Shipped the following jobs in the month of August: 1 Bosun steady, 1 Bosun relief, 3 AB Day steady, 2 AB Day return, 3 AB Watch steady, 1 AB Watch return, 2 AB maintenance, and 3 OS. The shipping jobs were filled by 6 A cards, 9 B cards and 1 C card.

Shipped 31 standby jobs. The standby jobs were filled by 9 B cards, 12 C cards, and 10 D cards.

Registered in Honolulu: 11 A cards, 15 B cards, 8 C cards, and 10 D cards.

Ships checked

I visited the *R.J. Pfeiffer, Manukai, Maunawili, Manulani, Maunalei, Manoa, Mokihana, Mahimahi, Matsonia, Kauai*, and the Paint and Rigging gang. All are running with few or minor beefs.

APL Guam-no major beefs

APL Saipan-no major beefs

USNS Charlton-no major beefs

I represented the SUP at the Hawai'i Ports Maritime Council meeting, the Hawai'i AFL-CIO Executive Board meeting, and the Hawai'i AFL-CIO Council of Affiliates meeting.

The SUP in Honolulu had the pleasure of SUP Welfare Plan Michelle Chang attending our meeting this month and she answered everyone's questions from the medical plan, the dental plan, and the pension plan. It's always a pleasure to have Michelle attend one of our meetings and we always look forward to her coming over here. Mahalo,

Michael Dirksen, Branch Agent

BUSINESS AGENT'S REPORT

September 10, 2018

Florida Voyager- In at Richmond Long Wharf via Singapore shipyard. Scheduled to take over the Mississippi's run while she's going into the shipyard some time at the end of September. All is well and running smoothly with Matt Frazier, Bosun. Terry Black's time is up and a new delegate to be elected.

Mississippi Voyager- In and out Richmond Long Wharf she's been a steady coast run for the past few months picking up a load in El Segundo then to two ports in Long Beach then back to Richmond Long Wharf. Ship's scheduled for shipyard period in Singapore. In good hands with Thor Erickson as Bosun, Rory Alexander, delegate.

Texas Voyager- Operating out the Gulf of Mexico between Houston, Texas and Pascagoula, Mississippi.

Manoa- In at Oakland #62. Last trip she arrived on a Saturday ahead of schedule due to Hurricane Lane in the Islands. The Company had her alongside the dock for three days to get back on schedule. On the Northwest Triangle with Isnin Idris, Bosun, Jerry Kamoto, delegate.

Kauai- In and out Oakland #63. Coast Guard inspection last trip. Matson called for standbys to help out the ships crew. A couple of sailors were maxed out on their STCW hours. Gerry Marshall, delegate. Arsenio Purganan, Bosun.

Matsonia- Sailed for Honolulu with little or no beefs. Running steady to Honolulu/Oakland. Dennis Belmonte, delegate, Dmitri Seleznev, Bosun.

Mahimahi- Oakland #63. Arrived late in the evening and sailed early morning in and out like a tanker. This was due to Hurricane Lane in Honolulu; ship's trying to get back on schedule. Sailed with no beefs Mike Soper, delegate, Remoni Tufono, Bosun.

Lihue- Laid up Swan Island shipyard in Portland due to complete repairs before the ending of September sailing from Oakland for long term lay-up that's the latest from the company; subject to change.

RRF Alameda: Last week Patriot activated the *Cape Orlando* to FOS. This week she's shifting to Anchorage #9 to spin the compass and drop the anchor and other drill's before headed out to sea for 6-10 sea trials. James Salera, delegate, Chris Bunherio, Bosun.

Admiral Callaghan- Patriot activated the *Admiral Callaghan* this week for 7-15 sea trials. The last of the stick ships. Shifting to anchorage to spin the compass and drop the anchor and then if all goes well, to sea. Joel Schor, delegate; Robert Leeper, Bosun.

Cape Horn- Running smoothly with Haz Idris, Bosun.

Cape Hudson- Routine with the gang Isagani Cruz, Bosun.

Pier #9- Running smoothly with big Mike Koller as delegate with Leo Moore as Dock Bosun.

Double check your documents. If they are less than six months, time to renew.

Helped out in the front office and dispatch.

Roy Tufono

Japan's commercial whaling bid rejected

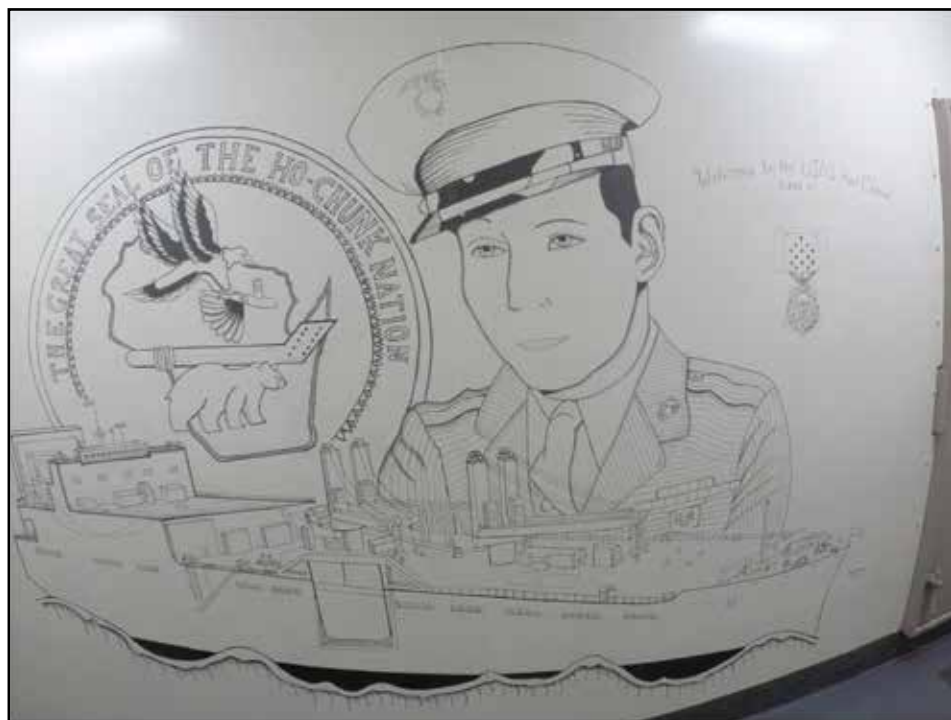
The International Whaling Commission (IWC) has rejected Japan's bid to end the global moratorium on commercial whaling.

At the 67th meeting of the IWC, this month in Brazil, Japan advanced a set of recommendations calculated to undermine the prohibition on commercial whaling agreed to in the 1980s. These included proposals to establish a Sustainable Whaling Committee and a process to determine catch limits for what Japan calls "abundant whale stocks/species."

With no consensus on the proposal, Japan pushed for a vote on its package, which required a three-quarter majority to pass but only achieved 27 votes in support with 41 countries voting against and two abstentions.

Australia was the first country to rebut Japan's proposals, describing commercial whaling as "a business proposition against which many parties hold legitimate environmental and welfare concerns."

Countries including Iceland, Nicaragua, Senegal and Norway spoke in support of the proposal claiming that the IWC would be dysfunctional if it did not approve it.



Mural painted by AB Pedro Fuentez, located in the USNS Red Cloud on C Deck adjacent to the elevator door. The Red Cloud is operated and maintained by SUP-contracted Patriot Contract Services for the Military Sealift Command.

ATTEND YOUR MONTHLY SUP UNION MEETINGS!

Dispatcher's Report Headquarters—August 2018

Deck	
Bosun.....	6
Carpenter.....	0
MM.....	1
AB.....	10
OS.....	4
Standby.....	18
Total Deck Jobs Shipped.....	39
Total Deck B, C, D Shipped.....	28
Engine/Steward	
QMED.....	0
Pumpman.....	0
Oiler.....	0
Wiper.....	0
Steward.....	0
Cook.....	0
Messman.....	0
Total E&S Jobs Shipped.....	0
Total E&S B, C, D Shipped.....	0
Total Jobs Shipped - All Depts.....	39
Total B, C, D Shipped-All Depts.....	28
Total Registered "A".....	23
Total Registered "B".....	59
Total Registered "C".....	12
Total Registered "D".....	22